

Today

John D. Jr.'s Platform.  
Where Did the Cat Go?  
Ignorance and Disease.

By ARTHUR BRISBANE.  
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The interesting man today is John D. Rockefeller, Jr., opposing other employers that would refuse recognition to labor unions. Mr. Rockefeller said:

"What joy can there be in life, what interest can a man take in his work, what enthusiasm can he be expected to develop on behalf of his employer, when he is regarded as a number on a payroll, a cog in a wheel, a mere hand?"

"Who would not earnestly seek to gain recognition of his manhood and the right to be heard and treated as a human being and not as a machine?"

With those few words as a platform, young Mr. Rockefeller might run for any office with a good chance of success.

What Mr. Rockefeller says today at the industrial conference in Washington is what leaders in great revolutionary movements have been saying for more than two thousand years.

Industry in old days and in these days, has tended to make men, as Mr. Rockefeller says, machines, not human beings—mere "hands," instead of self-governing individuals and organizations.

Young Mr. Rockefeller holds himself in all the time, like a young divinity student seeing the sights. If he would turn himself loose, run for office and be as radical as that speech, he would have a gay life.

England is like the thoughtful colored lady. She resigned from the brick church to join the wooden church after the earthquake. She observed that in earthquakes brick buildings fall down, wooden buildings don't. She told the clergyman of the brick church, who wanted to know why she did not trust the Lord, that she did trust him, but did not believe in fooling with him.

England trusts in perfect peace forever, with absolute confidence in the Peace League. But while England believes in peace, England doesn't believe in fooling with it, and has just launched the Hood, said to be the largest warship in the world. Even in the United States, where we are telling everybody that war is to end forever, we are building four battleships of 42,000 tons each. It is well that we are, for we shall need them. And if we don't, England will, and she'll tell us what to do with them.

Mrs. Margaret Himer died with her cat in her arms. Committing suicide by turning on the gas she decided to take the cat with her. It also might escape a cruel world. They went out together and were found lying on the kitchen floor.

Whither did they go? Or, rather, in what direction did the cat go? We know, of course, that the woman, according to her deserts, went up or down. But what about the cat she took along? Did it live and absolutely and forever when the gas did its work, while Mrs. Himer's spirit went on to another life? If that is so, the lady's decision to take the cat along was doubly hard on the cat.

The religion that includes more human beings than any other in the world tells you that the cat had a soul, probably once in a human body, and that the soul went on when the cat died. It found a residence here on earth in some other body. Gentlemen of the Buddhist faith believe that the cat very probably became a woman and the woman a cat after the gas did its work.

We do not believe that. But we do not know either what became of that cat. Whether it has a soul or not, the cat represents CONSCIOUSNESS, the power that controls matter through force.

We know that matter and force are indestructible, and it seems reasonable to believe that consciousness is also indestructible. We should know much more than we know now if we could tell exactly what happened to Mrs. Himer's cat.

(Continued on Page 2, Column 8.)

Keeping Up With  
The Times

A FACT A DAY

A prominent real estate firm advertised in last Saturday's Times a number of houses for sale and, in the description of one, included the phrase, "Good home, or will rent to advantage."

On Monday morning fourteen people who understood this meant the house could be rented were assembled at the real estate office waiting for the doors to open.

If that number misunderstood—

But no, it isn't necessary to point the conclusion. Fill it out for yourself.

#### WEATHER:

Fair tonight and tomorrow; probably light frost tonight. Temperature at 8 a. m. 49 degrees. Normal temperature for October 15 for last thirty years 50 degrees.

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## "Flying Parson" Leaves Binghamton, N. Y., on Last Lap of Air Race

# SEVEN CENT FARES GRANTED TO STREET CAR COMPANIES

MAJ. GEN. HUNTER LIGGETT greeting Lieut. B. W. Maynard, the popular favorite in the great transcontinental air derby, upon the latter's arrival at San Francisco from New York.



## PRES. WILSON MAY ESCAPE OPERATION

"The President rested well last night. There is no material change to note in his general condition. No new symptoms have developed."

—GRAYSON, "RUFFIN," "STUTT."

There is no immediate need for an operation upon the President to relieve the inflammation of the prostate gland, Dr. Grayson stated today after visiting the President. Dr. Hugh Young, of Baltimore, will make a further examination of the President this afternoon with regard to the prostate trouble.

The daily improvement of the President continues, Dr. Grayson said. Dr. Francis X. Dercum, the neurologist of Philadelphia, will visit with the President this afternoon, Dr. Grayson stated, but the visit is his usual weekly visit to examine the nervous condition of the President.

## PRESIDENT'S GAINS CHEER PEACE PARTY

PARIS, Oct. 18.—The American peace delegates have been greatly relieved by official assurances from Washington on President Wilson's condition. They have been advised that, while the President's illness may necessitate his remaining away from his desk for some weeks and not giving his personal attention to the bulk of official business, his condition is such, however, that matters of the most urgent nature can be brought to his attention.

It is understood here that this occasion has not yet risen, but the fact that it can be done if necessary has encouraged the belief in conference circles that the alarming rumors which have filled Europe concerning the President's illness are unfounded. It has been feared that the President will be unable to call the first meeting of the League of Nations, as provided in the Peace Treaty, but this fear apparently has been removed. American delegates point out that Secretary Tamm will probably prepare the call for the President's signature.

## LETTS FORCE PASSAGE OF DVINA RIVER

HELSINGFORS, Oct. 18.—The Finnish Parliament rejected yesterday the peace offer from the Bolsheviks.

Letish troops have crossed the Dvina river at several places in a new offensive, according to an unofficial report through Swedish channels to the State Department, today. The communication, "purporting to come from the head of the Letish general staff, reads:

"On Tuesday our army took up an offensive and has forced its way over the Dvina river in several places. Riga has never been in the hands of the Germans."

## REDS RAISE WHITE FLAG AT KRONSTADT

HELSINGFORS, Oct. 18.—Surrender of Kronstadt, Bolshevik naval base, defending Petrograd, was announced officially today by the Finnish general staff. The white flag was hoisted over Kronstadt at 4:45 o'clock yesterday afternoon, according to the Finnish news agency.

Kronstadt had been under terrific bombardment by the British fleet for the last several days. Dispatches from London indicated that the admiralty was hourly expecting news that the defenders had capitulated.

LONDON, Oct. 18.—The Daily Herald, the official organ of the Labor Party, in commenting upon the Russian situation, takes the stand that the fall of Petrograd does not mean an end to Soviet power in Russia.

"It may prove a good riddance for the Soviet and an embarrassment to the captors," said the newspaper.

GEN. MANGIN TO GO TO BALTIC.

PARIS, Oct. 18.—General Mangin, French representative on the inter-allied Baltic commission, will leave immediately for the Baltic provinces. It was learned today. The other members will follow later.

## LT. MAYNARD DUE TO REACH DERBY GOAL IN FEW HOURS

BINGHAMTON, N. Y., Oct. 18.—Lieut. B. W. Maynard, the "flying parson," landed here at 12:04 p. m. today. He departed on the last lap of the transcontinental air derby at 12:06.

Maynard's engine was running perfectly. He continued his trip in spite of a message warning him to remain here because of a dense fog. The fog lifted a few minutes before he departed. Lieutenant Maynard expects to reach Minneapolis field within a few hours.

NEW YORK, Oct. 18.—Lieut. B. W. Maynard, the "sky pilot," was expected to arrive at Roosevelt Field, Minn., this afternoon, completing the first flight from ocean to ocean and return in history.

Maynard won the first leg of the transcontinental race when he flew from Minneapolis to San Francisco, a distance of 2,701 miles. Indications today were that he would also win the second leg by a large margin. He spent the night at Cleveland, only 503 miles from Minneapolis.

After seemingly being eliminated through disablement of his motor at Wahoo, Neb., Maynard succeeded in transferring to his plane the engine of a Martin bomber, which had been eliminated near there, accomplishing the feat in eighteen hours, in his 735-mile flight from Omaha to Cleveland. He broke his previous record over that course, deliberately taking a short cut across lower lake Michigan.

Maynard's nearest east-bound competitor was Lieut. Alex. Pearson, Jr., and Capt. J. O. Donaldson, both of whom were last reported at North Platte.

Leading the west-bound aviators was Capt. L. H. Smith, who reached Chicago late yesterday in the plane abandoned by Major Carl Spatz, when the latter withdrew.

## 'BABY' PLANE DROPS OUT OF AIR RACE

DES MOINES, Iowa, Oct. 18.—The Baby II, baby Italian plane of the air derby piloted by Lieut. W. H. Taylor, dropped out of the race here this morning. The machine, flying from Minneapolis, has been downed several times because of difficulty in getting parts and today the oiling system, went wrong.

Capt. J. O. Donaldson, runner up in the eastward flight, left late yesterday for Rock Island.

## CAPT. SMITH OFF FOR ROCK ISLAND

CHICAGO, Oct. 18.—Plane No. 62, Lieut. E. C. Kiel, arrived from Bryan, Ohio, at 8:42:36 a. m.

## 4 EASTERN PILOTS LAND IN FRISCO

SAN FRANCISCO, Cal., Oct. 18.—Four Eastern pilots landed here yesterday, including Lieut. Col. H. E. Hartney, driving a German Fokker, No. 11, in the transcontinental air race.

Others were Lieut. J. B. Wright, No. 42; Lieut. H. H. George, No. 19, and Lieut. T. V. Tynes, No. 45.

## Taxing The Worker

Three Million Dollars Added to the Burden of Cost of Living of People in Washington.

The Times defeated the vicious proposed zone system of car fares. But the Public Utilities Commission has dodged the issue and has imposed what is still an UNFAIR and UNNECESSARY burden by authorizing a seven cent fare on Washington.

This means that for the privilege of riding to and from work, business men and women and the thousands of Government employees in Washington, already underpaid and overburdened, will be TAXED an extra THREE MILLION DOLLARS a year.

A tax for MORE school teachers, MORE policemen, or MORE street cars would not be unjust or out of reason.

But this is a tax purely for the benefit of the treasuries of two street car corporations, one of which is already feeling the results of greater business and is PILING UP A SURPLUS of more than a third of a million dollars after paying dividends.

For the Capital Traction Company this tax on going to work imposed on 80,000,000 riders a year, means more than a million five hundred thousand dollars that the company DOES NOT NEED and DID NOT ASK FOR. There is no guarantee of a RETURN IN SERVICE.

In the case of the Washington Railway and Electric Company it means a million five hundred thousand dollars which will simply go to bolster up a treasury which collapsed long ago. By the statement of the officials of that company before the Public Utilities Commission, the Washington Railway and Electric Company distinctly disclaims all intention of improving the service in any way, particularly in respect to MORE street cars.

Why does not the Public Utilities Commission live up to the views of its individual members, privately and publicly expressed, and GIVE WASHINGTON A FIVE CENT FARE?

## PASS TREATY NOV. 5, WHITE HOUSE VIEW STOP STRIKE, SAY MINERS

Senator Johnson of California, who was to have addressed a League of Nations meeting at Madison Square Garden in New York tonight, today canceled the engagement. It was announced that the Senator was tired by his recent Western tour and desired to rest before making further speeches.

The peace treaty will be ratified with reservations by November 5, according to the views expressed in White House circles today. The fact that Administration circles admitted there would be reservations was generally interpreted as indicative that the White House has been informed by Administration leaders in the Senate that a compromise on reservations, which will be hardly more than interpretative reservations, has been found possible.

President Wilson has expressed himself repeatedly as not objecting to reservations which would interpret the treaty so long as they do not attempt to change the text of the treaty.

Adjournment of Congress November 10, provided action on the peace treaty can be expedited, was considered by House and Senate leaders today.

Congressman Mondell, House Republican leader, has been in conference with Senator Lodge in an effort to obtain prompt ending of the special session. No agreement has been reached.

As one place of evidence that the miners' officials are seeking nationalization, the operators here called attention to the following phrase in the strike call issued by John Lewis, miners president:

"The United Mine Workers of America are now embarking upon the greatest enterprise ever undertaken by the coal industry."

(Continued on Page 23, Column 4.)

## FOUR TICKETS FOR 25c; SOME FREE TRANSFERS, OTHERS COST 2 CENTS

The Public Utilities Commission, with Commissioner W. Gwynn Gardiner dissenting, today issued an order, effective November 1, providing for a seven-cent street car fare, with four tickets for twenty-five cents, on all lines of the Washington Railway and Electric Company, Capital Traction Company, and Washington-Virginia Railway Company.

The order also provided for free transfers to lines of the same company and continuance of two-cent charge for transfers from the lines of one company to another.

The proposed zone fare system met defeat when brought up before the commission. The opposition of the public, led by The Times, was a strong factor in causing the commission to drop all consideration of such a system of fare collection.

The order provided that fares of fare should be effective until May 1, 1920, on and on the date should automatically return to the existing rate, unless the Public Utilities Commission ordered otherwise before that time.

The dissenting opinion of Commissioner Gardiner will be given out Monday.

### THE TEXT OF THE DECISION.

The text of the decision follows:

By the Commission: Petitions for increases in the rates of fare charged by the Washington Railway and Electric Company, the City and Suburban Railway of Washington, the Georgetown and Tenleytown Railway Company, and the Washington-Interurban Railroad Company were filed with this commission on July 9, 1919. While the Washington Railway and Electric Company owns or controls the other three petitioners through stock ownership, and has heretofore appealed to this commission in various matters for itself and its subsidiaries, each company petitions separately and in its own behalf in the present case.

On September 14, 1918, the Washington Railway and Electric Company, on behalf of itself and its affiliated companies, petitioned for an increase in the then existing rates of fare, as a result of which the commission authorized the discontinuance of the sale of five tickets for 25 cents and the charging of a flat fare of 5 cents in cash (approximately a 20 per cent increase), this increase being granted in advance of a finding by it of the fair value of the property of the company, as stated in the order.

Another Petition By the Railway Company.

Again on February 28, 1919, while the valuation cases of these companies were still in progress, another petition for a further increase in fares was made by the Washington Railway and Electric Company, both on its own behalf and its affiliated companies. In its order No. 324, granting a further increase in revenues to these companies through a charge for transfers, the Commission stated:

"The valuation cases covering the property of these companies, so far as the submission of evidence and argument is concerned, were completed on April 1, 1919. The Commission has not yet concluded its studies of the information before it, and is not yet prepared to issue formally its findings."

After the receipt of the petitions in the case now at issue, the commission announced its intention to withhold action on any further increases of fare until it could complete its consideration of the testimony and evidence before it in the valuation cases. These cases were decided on September 4, 1919, and the Washington Railway and Electric Company was furnished with an advance copy of the opinion and findings therein. At the same time the commission sent September 15, 1919, as the date for a public hearing in the matter of the pending petition for increased rates. Hearings were held on September 15, 23, 24, 29 and October 2, 1919.

In the testimony given at the hearings on September 18 and 22, it was stated that there is an inequality in the division of revenues from the sale of inter-company transfers as between the petitioning companies and the Capital Traction Company; also it appeared that application was made to the commission on behalf of the public for the revocation of commission's order Number 324, authorizing a charge for transfers on all street railway lines in the District of Columbia, which includes the Capital Traction Company. These considerations, together with the desirability

## Feeding a Family of Five On \$2 Per Day

Fifteen Washington women have tried it. Read Elizabeth Lattimer's article on Page 11. It tells just what to buy, how much it will cost, and gives menus for every day in the week.